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Stratotankers, Warthogs... and Cadets

Today was an exciting one for the encampment. One hundred cadets and two seniors trekked to Forbes Field and went on a KC-135 Orientation Flight with the 190th ANG. From the ear to ear grins they had, an amazing time was had by the participants. As the 160 ton jumbo jet took off, cadets and seniors waited in excitement. Soaring above the clouds, everyone's attention turned to the view outside of the windows. After a couple of minutes, the boom operator started allowing cadets into his area. The A-10 fighters that were waiting to be refueled circled the Stratotanker until it was time to descend into position for fueling. Cadets who saw this were speechless because of the intense precision and skill it takes from both the boom operator and the A-10 pilot. The pilot of the Warthog even waved to the cadets as he soared by, later giving out his email address so that he would also be able to receive a copy of one of the many pictures taken of that moment. It was an amazing day for everybody involved and it was a memory that no one will soon forget. Now we are over the hump of this encampment and as the intensity and stress decreases, the fun and excitement will increase.

The Honor Guard Flight Notes

While the majority of the encampment packed into the vans and headed to Forbes Field for a KC-135 ride, the honor guard flight stayed at the compound to increase the sharpness of their drill and ceremony. After demonstrating proficiency in basic drill with the practice rifle, the team moved into intermediate drill. The progress slowed as the moves became more and more difficult. Through perseverance and determination, many dropped practice rifles and a lugubrious amount of tape to hold their rifles together, the honor guard was able to perform the new movements together as a team. Today was both mentally and physically tasking on all of the members after the early wake up call. On top of the challenging new skill set required, the honor guard is still expected to have impeccable beds and lockers. As always the honor guard kept to the motto of "Exceeding the Standards".

-C/Col Mitch Edwards

Notes From the Encampment Commander

Cadets, congratulations. You have completed over half of this encampment in fine style. You have been taught how to make your bunk with hospital corners, roll your socks and T-shirts and clean the barracks. So far you have attended classes on CAP, the USAF and aviation related topics. You have participated in a tour of the Kansas Army National Guard's UH-60 Blackhawk Helicopters and flown in the Kansas Air National Guard's KC-135s while refueling A-10 Warthog II's. Coming up over the next few days you will participate in firing .22 caliber rifles, negotiate an obstacle course, participate in a drill competition, and stand a final inspection. Continue to strive to improve and perfect those tasks assigned, continue to become outstanding CAP cadets.

Again, congratulations and keep up the hard work.

Mark Lahan, Maj, CAP
Encampment Commander

KANSAS WING CIVIL AIR PATROL 2010 WINTER ENCAMPMENT

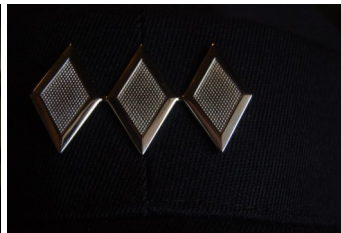
The Torch



"If you only do what you know you can do- you never do very much."
-Tom Krause

A Note From the Cadet Commander

Another day down and I have seen the most improvement I have seen all week! I am proud of the teamwork that arose from the mixing of the squadrons today on the KC-135 trip, and I saw many smiles and heard laughter today while you were at events. Congratulations on completing the first half of encampment!. There will always be room for improvement, but you are on the road to being great followers and great leaders one day. You have learned many interpersonal skills that will help you with the rest of your cadet career. Continue to enhance these skills! As Major Lahan said when you received your guidons, you have completed the hardest part of encampment and the fun parts are to come. I am loving the fact that honor flight gets harder and harder to choose, because every single one of you are improving exponentially; keep working and encouraging your flight to do better than everyone else. Remember that the rest of your cadet career starts after you are done with this encampment. Again, congratulations on completing the first half of encampment, and remember to have fun with the last half!



A Note From the Safety Officer

Day 4 and still no accidents. Congrats on a job well done on this wonderful safety record. Today, on the KC-135 flights safety confused some. "Why do I not wear a cover while on the flight line?" Due to the jet blast and wind experienced on many flight lines, covers can become a FOD (Foreign Object Debris) hazard to the very expensive engines of the aircraft. If your cover is blown off of your head and is pulled into an engine, it could damage the entire engine and ground the aircraft. "What is the most dangerous part on a flight line?" Running aircraft. If the plane is driven by a propeller, STAY AWAY FROM THE MOVING PROPELLER. On the other hand, if it is a jet or turbine driven aircraft, stay away from the engine intake. Again, great job with your focus on safety. Keep it up!

-FO J. Arnel

Did You Know?

-A KC-135 has 14.5 miles of electrical wire inside it?

-A KC-135 can tow a fight that is hooked for fueling at more than 500 mph?

-The Cargo Bay of a Stratotanker can hold a bowling alley... with a gallery for spectators?

-A KC-135 can transfer more fuel in 8 hours, than a gas station could in 24 hours?

Courtesy of the Air National Guard

